

STP and TAP Allocation Process

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Planning Director



About SEIRPC

- ❑ Serving 33 cities and four counties
- ❑ 107,719 total population served
- ❑ 18 employees (not counting drivers)



About SEIRPC

- ❑ 19 member board
- ❑ 63% elected officials
- ❑ Appointments from County Board of Supervisor and City Council of two largest cities in each county
- ❑ These three representatives appoint a private sector representation
- ❑ Education and workforce representatives from colleges and Iowa Workforce Development

Des Moines County

*Tim Scott, City of Burlington
Hans Trousil, City of West Burlington
Robert Beck, Des Moines County
Bob Hesler, Private Sector*

Education & Workforce

*David File, Iowa Wesleyan College
Dr. Michael Ash, Southeastern Community College
Sue Frice, Workforce Representative*

Henry County

*Brent Schleisman, City of Mount Pleasant
Ron Sadler, City of New London
Greg Moeller, Henry County
Klay Edwards, Private Sector*

Louisia County

*Mark Huston, City of Columbus Junction
Richard Taylor, City of Wapello
Chris Ball, Louisa County
Jim Howell, Private Sector*

Lee County

*David Varley, City of Fort Madison
Michael O'Connor, City of Keokuk
Gary Folluo, Lee County
Steve Bisenius, Private Sector*

Iowa DOT Regional Planning Structure

- ❑ RPAs and MPOS are responsible for developing LRTP, TIP, TPWP, PPP, PTP with oversight from Iowa DOT/FHWA
- ❑ Regional boards are tasked with coordination of local consultation efforts to fulfill requirements
- ❑ RPAs and MPOs program and administer a portion of Iowa's STP and TAP funding
- ❑ Regions determine own application and funding allocation structure
 - ❑ Suballocation vs. competitive vs. combination vs. others?

SEIRPC Application and Funding Process Prior to 2005

- ❑ 'Suballocation'
 - ❑ Four counties and four largest cities in region each receive a set percentage of funding annually with or without a project
 - ❑ Created a flexibility fund in 2004 for small cities
- ❑ Pros
 - ❑ Local governments could plan ahead for funding and projects, funding levels virtually assured
- ❑ Cons
 - ❑ No incentive to develop 'regionally significant' projects, funding was not spent in timely manner, smaller cities did not have equal access to funding
- ❑ Projects were reviewed by 9-member Technical Committee
 - ❑ Consisted of county engineers and public works officials
 - ❑ All members were also applicants or potential applicants

Prompting Change

- ❑ In 2003, through the leadership of SEIRPC Board Chairman and Executive Director decided to review the process
- SEIRPC Board formed a Transportation Subcommittee to evaluate the STP and ENH (TAP) allocation process
- "Tail wagging the dog" - Funding is intended for the region, but was being controlled by engineers and public works officials
- Documentation from 2003 FHWA Review – Access for small cities and large fund balances
- Diminishing present dollar value of large STP balances – Buying power
- STP funds as a regional development tool

Transportation Subcommittee

- ❑ Their purpose was to study the STP and ENH funding process and recommend changes if needed

- ❑ 7 Members were to be from both Policy Board and private sector
 - Private Sector**
 - Don Carmody: Current Iowa DOT Commissioner
 - Dan Wiedemeier: Former Iowa DOT Commissioner
 - Dennis Hinkle: VP, Grow Greater Burlington
 - SEIRPC Policy Board**
 - Jim Howell: Louisa County Supervisor
 - Joe Kowzan: Mayor of Fort Madison (Chair)
 - Dr. David Miller: Des Moines County Supervisor
 - Brent Schleisman: Mount Pleasant Administrator (Vice Chair)

Transportation Subcommittee

- ❑ First meeting in April 2003 with a recommendation in January 2004 after evaluating
 - Region 16 sub allocation process
 - Existing Region 16 STP and ENH funded project history
 - Other funding processes from MPOs and RPAs from Iowa and across the country

- ❑ Initial recommendation was considered by Board, but Subcommittee was asked to further refine recommendation
 - Presented final recommendation in November 2014 after further review and scenario analysis

Transportation Subcommittee

- ❑ Recommendation
 - ❑ Split STP Funds Into Two Pools (City 45%, County 55%)
 - ❑ Expire Flexibility Fund
 - ❑ Prioritize Projects through point system
 - ❑ Transition of Technical Advisory Committee

- ❑ Recommendation to the Policy Board was unanimous
 - ❑ Important due to County Supervisor on the fence about benefits of the recommended process
 - ❑ Saw the opportunity for larger regional project for his county

- ❑ Recommendations approved December 2004 by Policy Board

Current Application Process and Funding Allocation

- ❑ Cities and counties compete separately for available funding
(Counties 55%, Cities 45%)

- ❑ STP applications are scored through subjective and objective criteria based upon planning factors (Economic Development, Safety, System Preservation, Mobility, Integration and connectivity, Local and Regional Factors)

- ❑ STP and TAP applications are scored by a committee composed of diverse regional representation with the committee making funding recommendations based on scoring

- ❑ SEIRPC Board of Directors responsible for final funding decisions in TIP

Current Application Process and Funding Allocation

- Technical Advisory Committee Structure - Two members from each county serve 3 year terms

- One Public Works Official
- One County Engineer
- Two Business Professionals
- One Agricultural Professional
- One City Under 5,000
- One Economic Development Professional
- One SEIRPC Board Member

- One At-Large Member (Chosen by SEIRPC Board)

Lessons Learned

- Board leadership and support was crucial in initiating the process, as well as buying in to the recommended changes

- Encouraged larger scale projects on city site
 - US Highway 61 Interchange
 - Former Highway 34 through Mount Pleasant
 - Former Highway 61 through Fort Madison

- While difficult, small cities can compete
 - Mediapolis, West Point, and New London have been successful

- Keeps balances down (although current policy promotes some carryover)

- Scoring criteria is evolving

- Can't change the county engineers – No competition



Questions

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